



EAGLE MOUNTAIN CITY
City Council Staff Report
SEPTEMBER 17, 2013

Project: **Evans Ranch Master Development Plan**
Applicant: Nate Shipp / DAI
Request: Master Development Plan Approval
Type of Action: Action Item, Public Hearing
Planning Commission: Recommended Approval (3-1; 1 absent)

Proposal

The proposed Evans Ranch project is located east of Porter's Crossing road, beginning just north of Smith Ranch Road and ending south of Golden Eagle Road. The project contains 120.45 acres, and now includes 298 single family lots (242 planned lots and 56 potential lots), 163 townhome units, and a potential 11.55 acre school site. The Alpine School District has expressed an interest in acquiring (at some point in the future) a 10-12 acre school site in this southwest region of the development. However, if the school district does not choose to eventually build a school in that location, 56 single-family lots have been proposed. The project details are as follows:

TABULATIONS

-SINGLE FAMILY242 DU (2.86 DU/AC)
 -TOWNHOMES163 DU (10.33 DU/AC)
 -TOTAL DWELLING UNITS.....405 DU (4.25 DU/AC)

-AVERAGE LOT SIZE 9,198 SF
 -LARGEST LOT SIZE 14,734 SF
 -SMALLEST LOT SIZE 5,775 SF

TOTAL AREA 120.45 AC

-PORTERS CROSSING ROAD2.55 AC (2.12%)
 -GOLDEN EAGLE ROAD1.64 AC (1.36%)
 -CHURCH SITE.....4.61 AC (3.83%)
 -SCHOOL SITE11.55 AC (9.59%)
 -TOWNHOMES.....13.63 AC (11.32%)
 -SINGLE FAMILY.....86.47 AC (71.79%)

-OPEN SPACE AREA*.....25.07 AC (20.81%)
 TICKVILLE WASH.....6.22 AC
 ACTIVE/PASSIVE OPEN SPACE SF.....16.12 AC
 ACTIVE/PASSIVE OPEN SPACE TOWN.....2.73 AC

ZONE - R, SFD / SFA

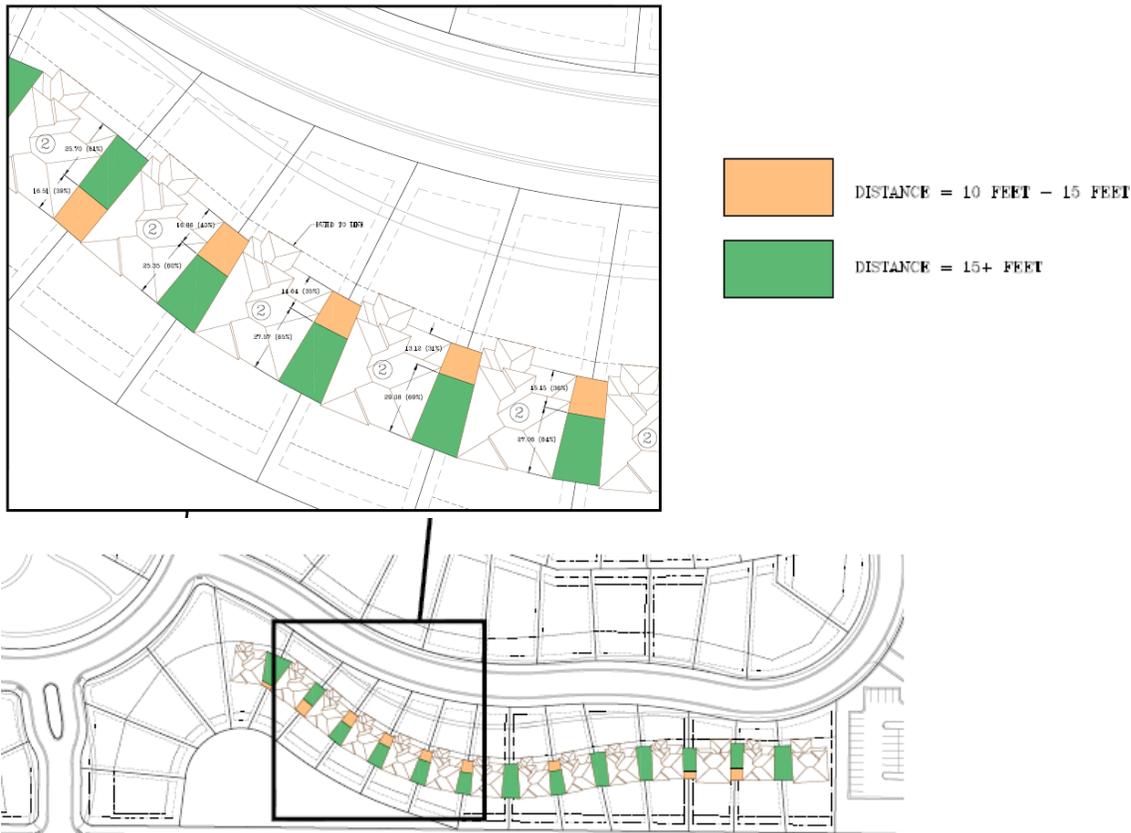
* SEE LANDSCAPE PLANS FOR SPECIFIC OPEN SPACE DETAILS AND AREAS.

The developer is proposing a unique “coving” design for the single-family area. He can explain the philosophy at the meeting. The design generally results in larger lots, smaller lot frontages, more open space for trails, and an improved look/view from the street. The design also results in portions of lots having smaller side-yard setbacks. The applicant has provided a “setback exhibit,” which has been included for your information.

Requested Exceptions to the Code

The applicant is requesting the following exceptions to the code, which can be approved through this master development plan and agreement process, if the Council agrees with the applicant:

- Reduced lot frontages (width of the lot along the street)
- 5-foot side-yard setbacks (with certain restrictions to be called out in the master development agreement)



Planning Commission Action

The Planning Commission reviewed the Evans Ranch project in several meetings, with lengthy discussion and public comments. The public comments centered mostly on the following issues:

- Increased traffic and the inability of Porter’s Crossing Road to handle the increase.
- The townhomes in the back corner of the project, adding traffic to Porter’s Crossing and being higher density than the single family areas.
- The safety of school children walking along Porter’s Crossing Road.
- The future residents of Evan’s Ranch will be using the parks in the existing neighborhoods to the west, and the open space / parks layout does not provide sufficient playgrounds and parks.
- The overcapacity of the existing elementary school.
- The side-yard setbacks of the single-family homes.
- The safety of having homes back up to the wash.

This was not an exhaustive list, but hopefully includes a majority of the concerns expressed by neighbors at the meetings.

The Planning Commissioner who cast the dissenting/opposing vote expressed his concern with the townhomes being in the back corner of the property. He felt that they belong near major roadways, and could act as a buffer between commercial and residential areas, and be closer to future bus routes. He felt that they would be more appropriate closer to Pony Express Parkway. He also was concerned that the open space is located in unbuildable areas, and thus would be more difficult for the City to maintain and end up being more costly.

Other concerns expressed by the Planning Commission included:

- The fencing backing the open space area (space between the lots and park areas) should be uniform in type, style, color, etc.
- Maintenance of open space areas – which areas will the City maintain, which will the HOA maintain?
- Concerned about the 5-foot side-yard setbacks.
- Concerned that if townhomes and condominiums are pushed up to the main roadways, the City would start looking like a town of condos.



CRITERIA FOR REVIEW

The Development Code specifies the following criteria for evaluation of master development plans.

General Criteria

- **Slopes** – This property contains several areas of steep slopes, including the Tickville wash and areas adjacent to the wash. Plans have been submitted showing the grading of many of these areas to make them buildable. There will be areas of improved and unimproved open space between any of the homes and the wash. Slopes must be evaluated in more detail with each subdivision plat application, and master grading plans submitted so that runoff and the potential for flooding are eliminated/controlled.
- **Natural Hazards, Natural Channels, Storm Water Runoff** – The Tickville wash handles a great deal of water during large storm events. An erosion study may be required to be completed by a geotechnical engineer to study erosion potential and recommended mitigation. This should be completed prior to the approval of subdivisions located adjacent to the wash.
- **Soil Characteristics** – A geotechnical study has been completed and will be reviewed along with each plat.

Infrastructure Criteria

Utilities

Water

A water model will be required for this project. Off-site water line improvements may be necessary to provide appropriate capacity and water pressure for this development. The upper pressure zone may require a water tank. This includes approximately the upper 1/2 - 2/3 of the project. Parcel D (0.92 acres) has been preserved in the plan for a future water tank. The applicant will be required to construct the water tank for the upper pressure zone, or work with the City for funding and/or reimbursement options.

Sewer

The Public Works Director / City Engineer has reviewed the proposed sewer plans. The sewer will eventually need to connect into the existing sewer line in SilverLake. Details of timing will be included in the master development agreement.

Electric

The City is currently upgrading the electrical circuit in this area. Dry utility plans will be designed along with each subdivision plat.

Storm Drainage

Storm detention basins have been located along the upper bank of the Tickville wash. These plans may change in the future, as the applicant and the City are interested in pursuing the idea of adding check dams and a pond in the Tickville wash to assist with the overall storm drain system and to add an amenity to the City. Trail corridors have been added to the plan where storm drain pipes will be located.

Streets – The current Master Transportation plan shows a minor arterial road continuing off of Porter's Crossing, heading to the southeast. We have been looking at various alternatives for roads in this area, and the applicant is proposing to continue the current Porter's Crossing road to the south, which could eventually tie in to a future Hidden Valley expressway in Saratoga Springs.

After reviewing the proposed plan, the City's Transportation Master Plan, and various traffic modeling for the region, a 3rd-party traffic consultant from Horrocks Engineers has provided a letter that addresses the street system in the proposed plan. As I understand it, he addressed the following items:

- Porter's Crossing Road. Examples have proven in other cities that striping existing roadways results in reduced speeds. If a single white line is added to the existing section of Porter's Crossing, creating a single 11-foot wide lane, speeds will decrease. A buffer will also be provided between the vehicles and the pedestrians on the sidewalk, resulting in a safer pedestrian realm.
- Golden Eagle Road. This road should be increased to a minor collector road in order to handle the future traffic through this area, including providing for turn lanes in the future.
- 4-way stops. Stop signs are not terribly effective as a traffic calming or speed reducing measures, as people generally slow down quickly and then speed up quickly after stopping. He recommends that we not add an additional stop sign, unless it is warranted in the future by the vehicle trips.

Water Rights – Language concerning water rights will be included in the master development agreement. City water is available for purchase.

Compatibility Criteria

- **Compatible Densities (Adjacent Parcels)** – The density in the single-family portion of this project is less than that of the neighborhoods to the west and SilverLake to the northeast. Most lots in this proposal (average lot size = 9,198 square feet) are larger than the existing surrounding lots (average lot size = approximately 6,000 square feet).
 - Porter's Crossing road (94-foot right-of-way) will act as a buffer between the proposed townhomes and existing single-family homes in the Kiowa Valley area. 163 is a large number of townhomes for one area. As a comparison, the Cold Springs townhome project contains approximately 117 dwelling units, and the Mount Airey Village project contains 80 dwelling units. Multi-family developments are best located within walking distance of commercial development, close to major roads or intersections, or acting as a buffer between single-family neighborhoods and other uses. Planning Commission members, City Planning Staff, and neighboring residents

are all uncomfortable with the location of the townhomes, adding additional traffic to the entire length of Porter's Crossing Road.

- **Compatible Densities (Internal Parcels)** – Golden Eagle Road, if approved as a collector road, provides a sort of buffer between the townhomes and the lots. 10.33 units per acre is not very compatible with a single-family development of 2.86 units per acre. Staff recommends that the townhomes be eliminated or reduced. The Planning Commission recommended approval of the project, including the townhomes (except for one dissenting vote).
- **Buffering Incompatible Uses** - The trail system helps buffer the homes from the Tickville Wash, and the roads help provide buffers from existing residential neighborhoods. See previous sections for more discussion on this topic.

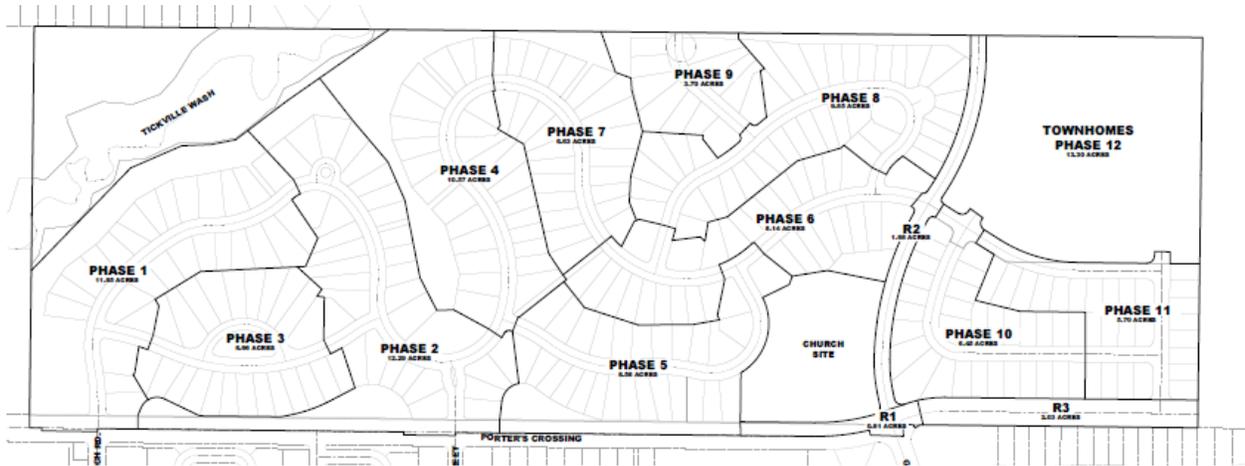
Design Criteria

- **Open Space** – Required improved open space: 6.12 acres community/regional park; 5 acres pocket/neighborhood parks; **Total = 11.12 acres**. An updated landscape / open space plan will be submitted prior to the meeting containing a breakdown of open space within the project. Following several meetings, the applicant has responded to the City's request to move the open space adjacent to Porter's Crossing road, in the northeast corner of the project. This property is adjacent to a City detention basin property, and across the street from the church and Smith Ranch Community Park. If additional improvements can be made to the Tickville Wash, the detention basin could be relocated or moved, and the City property could be developed to tie in nicely with the Community Park and the park space in this project.
 - The project also contains an extensive trail system that meanders throughout the project and provides excellent access through neighborhoods. The landscape plans have shown plans for a variety of fitness stations along the path that abuts the wash, with the area between the homes and the trail being improved with grass and irrigation, and the area between the trail and the wash being unimproved.
 - The Townhome area is planned to include the required open space within its development.
 - Overall, the project will provide more open space than is required.

Summary, Concerns, and Recommendations

This is a unique design concept that has not yet been tried in Eagle Mountain, with curvilinear streets, strange shaped lots, varied setbacks, and a fluid trail system. The applicant has also completed a design of the project with standard street design and standard lots, with the result being smaller lots and less trails and open space. Staff has the following concerns with the proposed land use design:

1. The project follows a "coving" philosophy, where lots contain small frontages and house build-to lines are provided, to create "coves" of open space and more variety on the streets. The applicant is proposing that the Commission and Council approve the project with smaller lot frontages.
2. The applicant is proposing smaller side setbacks than current code allows – 5 feet on each side, with no more than 50% of the length of the home being closer than 15 feet to another. The current code requires 15-foot combined side setbacks. The DRC is concerned with the 5-foot setbacks, especially for drainage purposes with storm events, as we have had issues with this in other parts of the city.
3. This area may not be appropriate for a large development of townhomes and the added traffic that they would cause. They would be more appropriate near commercial areas and near major intersections/roads.
4. The park system planning will be more thoroughly reviewed with updated plans.
5. Many details will have to be included in the master development agreement, including timing of park improvements, changes to the Tickville Wash, utility installation timing, community improvement dollars, etc.
6. Porter's Crossing Road should be striped, and Golden Eagle Road should be widened to be a collector road.



Motions

If the City Council chooses to approve this proposed master plan, the following are the recommended conditions of approval from the Planning Commission (with deletions and additions by Staff):

1. The master development agreement must contain language limiting the amount of home that can be between 10 and 15 feet of another, along with an example setback exhibit, and no more than 50% of the length of the home can be closer than 15 feet to another.
2. ~~An addendum to the traffic study shall be required with the changes to Porter's Crossing and Golden Eagle Road, as well as changes to the number and type of units. The plan shall be subject to further review and possible changes as a result of the traffic study recommendations.~~
3. The master development agreement shall specify the chosen bonus density improvements, the intention for the community improvement requirements, architectural examples for the townhomes, details of timing for open space and trail improvements, and timing and details of utility improvements.
4. A home owners' association is required to be formed along with the recording of the first subdivision plat.
5. An erosion study from a geotechnical engineer is required to study erosion potential and recommended mitigation for the Tickville Wash. Applicant shall be required to complete any recommended mitigation along with subdivision infrastructure if adjacent to the wash.
6. A driveway location shall be included on every lot on each final plat. Driveways shall be limited to no more than 12 feet wide at the street for lots with a garage that is placed more than 30 feet from the property line.
7. *Developer shall stripe an 11-foot lane on Porter's Crossing Road.*
8. *Golden Eagle Road shall be increased to a minor collector road (76 foot ROW).*

PROCEDURAL SECTION

Future Reviews

Future review for development of this project shall include a Master Development Agreement, Preliminary Plats, and Final Plats.

ATTACHMENTS:

- Proposed Master Development Plan Map & plans

ORDINANCE NO. O- -2013

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH
APPROVING THE EVANS RANCH MASTER DEVELOPMENT PLAN
AND REZONING THE MASTER DEVELOPMENT PLAN AREA**

PREAMBLE

The City Council of Eagle Mountain City finds all required public notices and hearing requirements have been completed and that it is in the public interest to approve the Evans Ranch Master Development Plan and rezone the Master Development Plan area.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Eagle Mountain City, Utah:

Section 1. The Master Development Plan, which is set forth more specifically on Exhibit A to this Ordinance, presented to the City Council for Evans Ranch, is hereby approved.

Section 2. The Evans Ranch Master Development Plan Area is rezoned as shown in Exhibit B to this Ordinance.

Section 3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 17th day of September, 2013.

EAGLE MOUNTAIN CITY, UTAH

Heather Anne Jackson, Mayor

ATTEST:

Fionnuala B. Kofoed, CMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on 17th day of September, 2013.

Those voting aye:

- Donna Burnham
- Ryan Ireland
- Nathan Ochsenhirt
- John Painter
- Richard Steinkopf

Those voting nay:

- Donna Burnham
- Ryan Ireland
- Nathan Ochsenhirt
- John Painter
- Richard Steinkopf

Fionnuala B. Kofoed, CMC
City Recorder

EXHIBIT A

EXHIBIT B